ABSTRACT OF THE DISCLOSURE

In an anti-hijacking system for autopilot equipped aircraft, a transceiver communicates with at least one remote guidance facility. A panic button is activated by flight crew in case of hijacking. A manager is coupled to the transceiver and the panic button, as well as existing avionics including the aircraft's master computer and autopilot. Optionally, a relay is coupled between the pilot controls and selected aircraft flight systems. The manager recognizes predetermined override inputs, such as activation of the panic button or receipt of override signals from the remote guidance facility. Responsive to the override input, the manager deactivates on-board control of selected aircraft flight systems and the autopilot system, and directs the autopilot to fly the aircraft to a safe landing. Flight routing and landing instructions are obtained from the remote guidance facility, or by self-evaluating nearby airports in view of the aircraft's position and various preestablished criteria.

C:\MyFiles\CLIENT\0685\099\P - PA.wpd
printed on October 10, 2003 (1:27pm)